

REPORT ON OIL ENGINE MACHINERY.

No. 45490

Received at London Office

Date of writing Report 2-7-1926

When handed in at Local Office 2-7-1926

Port of Glasgow

in Survey held at Clydebank

Date, First Survey 22nd Jan 1925

Last Survey 15th July 1926

Book.

Number of Visits 12

on the Single
Twin
Triple

Screw vessels

"British Diplomat"

Tons { Gross 6484
Net 4555

Master

Built at Clydebank

By whom built John Brown

Yard No. 507

When built 1926

Engines made at Clydebank

By whom made John Brown & Co.

Engine No. 507

When made 1926

Boilers made at Clydebank

By whom made John Brown & Co.

Boiler No. 507

When made 1926

Horse Power 1250

Owners British Tanker Co. Ltd.

Port belonging to London

Horse Power as per Rule 776

Is Refrigerating Machinery fitted for cargo purposes No

Is Electric Light fitted Yes

ENGINES, &c.—Type of Engines Sulzer Diesel

pressure in cylinders 500

No. of cylinders 4 each eng

No. of cranks 4 each eng

Diameter of cylinders 23.622"

stroke 41.73"

Revolutions per minute 100

Means of ignition Comp air

Kind of fuel used Diesel oil

bearing between each crank Yes

Span of bearings (Page 92, Section 2, par. 7 of Rules) 32.52"

between centres of main bearings 48.03"

Is a flywheel fitted Yes

Diameter of crank shaft journals as per Rule 26.624

of crank pins 15.75"

Breadth of crank webs as fitted 31.49"

Thickness of ditto as fitted 10.11"

of flywheel shaft as per Rule 26.624

as fitted 15.75"

Diameter of tunnel shaft as per Rule 26.624

as fitted 12 1/4"

Diameter of thrust shaft as per Rule 26.624

as fitted 15.75"

of screw shaft as per Rule 26.624

as fitted 12 1/2"

Is the screw shaft fitted with a continuous liner the whole length of the stern tube Yes

er end of the liner made watertight in the propeller boss Yes

If the liner is in more than one length are the joints burned Yes

er does not fit tightly at the part between the bearings in the stern tube, is the space charged with a plastic material insoluble in water and non-corrosive Tight fit

ers are fitted, is the shaft lapped or protected between the liners Yes

If without liners, is the shaft arranged to run in oil Yes

uter gland fitted to stern tube Vickers O.G.

Length of stern bush 72 3/8"

Diameter of propeller 18.0"

propeller 10.9"

No. of blades 4

state whether moveable Yes

Total surface 508

square feet

f reversing Hand

Is a governor or other arrangement fitted to prevent racing of the engine when declutched Yes

Thickness of cylinder liners 1.771"

cylinders fitted with safety valves Yes

Means of lubrication Forced

Are the exhaust pipes water cooled Yes

acting material Yes

If the exhaust is led overboard near the waterline, what means are arranged to prevent water from being syphoned back to the engine Yes

vessel Yes

No. of bilge pumps fitted to the main engines none

Diameter of ditto

Stroke

be overhauled while the other is at work Yes

No. of auxiliary pumps connected to the main bilge lines 3

How driven motor

pumps 22 7/8" x 12 8/16"

No. and sizes of suctions connected to both main bilge pumps and auxiliary bilge pumps:—In engine room 2-3 1/2", 1-2 1/2"

olds, etc. 1-2 1/2" for cofferdam

No. of ballast pumps 1

How driven motor

Sizes of pumps Duplex 7 1/2" x 8"

last pump fitted with a direct suction from the engine room bilges Yes

State size 7"

Is a separate auxiliary pump suction fitted in

Room and size Yes 2-3 1/2"

Are all the bilge suction pipes fitted with roses Yes

Are the roses in Engine Room always accessible Yes

duces on Engine Room bulkheads always accessible none

Are all connections with the sea direct on the skin of the ship Yes

valves or cocks Both

Are they fixed sufficiently high on the ship's side to be seen without lifting the floor plates Yes

discharge pipes above or below the deep water line below

Are they each fitted with a discharge valve always accessible on the plating of the vessel Yes

pipes, cocks, valves and pumps in connection with the machinery accessible at all times Yes

Are the bilge suction pipes, cocks and valves arranged so as to prevent any

ication between the sea and the bilges Yes

Is the screw shaft tunnel watertight none

Is it fitted with a watertight door Yes

from Yes

If a wood vessel, what means are provided to prevent leakage of either fuel oil or of lubricating oil from saturating the woodwork Stair

main air compressors 1 each engine

No. of stages 3

Diameters 25.19" 22.83"

Stroke 22.04"

Driven by main Eng

auxiliary air compressors 2

No. of stages 3

Diameters 12 3/4" 10 3/4"

Stroke 6"

Driven by steam

small auxiliary air compressors none

No. of stages

Diameters 2 7/8"

Stroke

Driven by

scavenging air pumps 1 each engine

Diameter 51.18"

Stroke 29.92"

Driven by main Eng

r of auxiliary Diesel Engine crank shafts as per Rule

as fitted none

Are the air compressors and their coolers made so as to be easy of access Yes

RECEIVERS:—No of high pressure air receivers 3

Internal diameter 1-17 3/32"

Cubic capacity of each 2-5.3 cubic ft

Seamless, lap welded or riveted longitudinal joint Solid drawn

Range of tensile strength 28-32

working pressure by Rules 1300

No. of starting air receivers 4

Internal diameter 48"

cubic capacity 856

Material S

Seamless, lap welded or riveted longitudinal joint riveted

of tensile strength 28-32

thickness 1 5/8"

Working pressure by rules 608

Is each receiver, which can be isolated, Yes

with a safety valve as per Rule Yes

Can the internal surfaces of the receivers be examined Yes

What means are provided for cleaning their

surfaces Manhole

Is there a drain arrangement fitted at the lowest part of each receiver Yes

IS A DONKEY BOILER FITTED?

If so, is a report now forwarded?

HYDRAULIC TESTS:-

DESCRIPTION.	DATE OF TEST.	WORKING PRESSURE.	TEST PRESSURE.	STAMPED.	REMARKS.
ENGINE CYLINDERS		500	1000	JSC	
COVERS			1000	JSC	
JACKETS			30	JSC	
PISTON WATER PASSAGES			30	JSC	
MAIN COMPRESSORS—1st STAGE		70	140	JSC	
2nd		212	425	JSC	
3rd		1000	2000	JSC	
AIR RECEIVERS—STARTING		500	1000	16846.16854	
INJECTION		1000	2000	7.11.16.6.25 (2077) J.P. 41794.1	
AIR PIPES		1000	2000	JSC	
FUEL PIPES		1000	2000	JSC	
FUEL PUMPS		1000	2000	JSC	
SILENCER			00		
WATER JACKET					
SEPARATE FUEL TANKS					

PLANS. Are approved plans forwarded herewith for staffing

26-6-24

Receivers

29-4-24.

Separate Tanks

none

SPARE GEAR

See attached list

The foregoing is a correct description,

John Brown & Company, Limited

Manufacturers

Clydebank Secretary

Dates of Survey while building
During progress of work in shops-- 1925 Jan 22-27-29 Feb 3-5 Mar 22-23-14 Apr 2-9-14-16-23-24-30 May 4-7-11-14-15-20-21-26-26-28
During erection on board vessel-- June 1-8-11-12-15-18-22-23-26-29 July 2-9-17-13-30 Aug 3-6-10-13-17-21-25 Sep 3-8-14-16-21-24-29 Oct 2-9-12-16-19-23
Total No. of visits 121

Dates of Examination of principal parts—Cylinders 23-3-25 etc Covers 23-3-25 etc Pistons 14-4-25 etc Rods 3-8-25 Connecting rods 3-8-25

Crank shaft 19-4-26 Thrust shaft 19-4-26 Tunnel shafts 4-3-26 Screw shaft 4-3-26 Propeller 15-3-26 Stern tube 4-3-26 Engine seatings 1-2-26

Engines holding down bolts 13-5-26 Completion of pumping arrangements 30-6-26 Engines tried under working conditions 1-7-26.

Completion of fitting sea connections 4-3-26 Stern tube 15-3-26 Screw shaft and propeller 18-3-26.

Material of crank shaft S Identification Mark on Do. 507. Material of thrust shaft S Identification Mark on Do. 2343.2

Material of tunnel shafts S Identification Marks on Do. 3127 3128 Material of screw shaft S Identification Marks on Do. 3136.31

Is the flash point of the oil to be used over 150° F. Yes

Is this machinery duplicate of a previous case Yes

General Remarks (State quality of workmanship, opinions as to class, &c. These Engines have been

built under special survey in accordance with the

Society's Rules and requirements, the materials and

workmanship are good. They have been securely fitted on

board and satisfactorily tried under working conditions

and in my opinion are eligible for the record + L.M.C. 7-26

and notation 2-A.B. 120 lbs.

The amount of Entry Fee ... £ 6

Special 4 air receivers ... £ 118 16

Donkey Boiler Fee ... £ 8 8

Travelling Expenses (if any) £ 12 12

Committee's Minute GLASGOW 6-JUL 1926

Assigned + L.M.C. 7.26

CERTIFICATE WRITTEN 7-7-26

Engineer Surveyor to Lloyd's Register of Shipping.

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Foundation